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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY China

DATE:

SUBJECT Economic Information: South Manchurian Railway

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ORIGIN [REDACTED]

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25X1 1. The following report concerns the personnel employed, maintenance required, and production of the South Manchurian Railway from 1937 to 1945. [REDACTED]

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2. Employees of South Manchurian Railway Shops

Year	Dairen	Mukden	Chang-chun	Mutan-chiang	Harbin	Harbin Locomotive	C = number of Chinese			TOTAL	25X1
1937	6226	1637	816		1323	867	6	416	6226	25X1	
1938	2451	2284	883		1521	1008	532	532	3686	25X1	
1939	2543	2830	976		1913	1337	644	10293	10293	25X1	
1940	2303	3114	928		1615	1180	688	9853	9853		
1941	2575	2932	798	322	1475	1278	770	10073	10073		
1942	3482	2932	906	424	1678	1300	1059	11781	11781		
1943	6013	2971	1011	675	1622	1321	1558	15395	15395		

b. The above are railroad shops. The South Manchurian Railway Company had another shop at Harbin for making ships. Except for the Dairen branch, the railroad shops have existed only for maintenance, inspection, and repair of rolling stock. The Dairen shop constructed new rolling stock (locomotives, passenger cars and freight cars), built up /assembled?/ locomotives, motor coaches, and passenger cars, and effected the maintenance of rolling stock.

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3. Number of Repaired Rolling Stock per Year at South Manchuria Railway Shops

L - number of locomotives F - number of passenger cars A - number of
 M - number of motor coaches F - number of freight cars armored motor cars

Year	Dairen Shop				Mukden Shop				Chengchun S. M. R. Shop				Harbin S. M. R. Shop			
	L	M	P	F	L	M	P	F	L	M	P	F	L	M	P	F
1937	262	53	641	3560	271	97	423	2016	134	210	1011	13	79	1	1883	
1938	224	49	483	3429	289	83	360	1880	156	209	980	53	449	1	1385	
1939	223	47	428	3409	287	70	439	2124	146	228	1096	60	539	1	1474	
1940	261	55	486	3312	274	59	456	2022	133	242	1130	49	483	1	1587	
1941	239	51	517	3611	276	46	571	1927	132	264	1077	62	522	1	1551	
1942	211	82	549	3293	264	42	548	2493	133	264	1351	63	347	41	1236	
1943	225	38	592	3514	238	43	614	2631	142	297	1441	104	362	22	621	
																2098

Year	Tsitsihai S. M. R. Shop						TOTAL	
	L	M	P	F	I	M	F	A
1937	251		74	77	561	992	163	2148
1938	294		77	94	792	1040	190	1595
1939	255		72	128	977	983	177	1758
1940	232		76	114	742	976	163	1779
1941	216		90	139	695	1015	144	2012
1942	215		114	143	923	1025	165	2068
1943	241		182	205	1063	1132	125	2329
								11609
1944								
1945					2419	139	3027	41503
								171

note: In 1945, another S. M. R. shop was being built at Kirin.

4. Factory Capacities for Producing Rolling Stock in Manchuria in 1945

Name of Factory	Locomotives per Year	Passenger Cars per Year	Freight Cars
S.M.R. Dairen Workshop	40	20	300
Dairen Machine Mfg. Co.	60	80	2000
Manchuria Rolling Stock Co.	30	50	1200
Dairen Dock Co.			800
Manchuria Factory			600
TOTAL	130	150	*5500

* It was possible to increase the capacity for making freight cars to 7000.

5. Locomotives Produced in Manchuria in 1944

Name of Factory	Constructed	Assembled Only	TOTAL
S.M.R. Dairen Workshop	68	32	100
Dairen Machine Mfg. Co.	61		61
Manchuria Rolling Stock Co.	36		36
TOTAL	165	32	197

In 1945 the production capacity of these factories was increased to 300-350 locomotives per year.

6. General Information on Production

a. Before 1937 much of the South Manchuria Railway's new rolling stock was made in Japan, except for the rolling stock constructed at the Dairen shop of the S.M.R. After 1940, however, the freight cars for Manchurian and North China railroads were mostly made in Manchuria. In 1944 a majority of the locomotives also were made in Manchuria because importation from Japan was very difficult.

b. The Manchuria Rolling Stock Company built a plant which was supposed to produce 100 locomotives, 100 passenger cars, and 600 freight cars a year. By the end of the war the manufacturing capacity of the factory was 50 locomotives, 34 passenger cars, 1500 freight cars, and 60 deepcars (boiler cars) a year. At that time the Soviet army removed 68 pieces of manufacturing equipment from the workshops.

c. The Tungha /Tunghua?/ Automotive Car Mfg. Company had shops capable of assembling parts, constructing car bodies, and repairing rolling stock. Armored trains were built by S.M.R. workshops.

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